

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	USSR (Kalinin Oblast)	REPORT NO.	[REDACTED]	25X1
SUBJECT	Observations in the Kaliningrad Area	DATE DISTR.	26 May 1953	
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DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	[REDACTED]	25X1
PLACE ACQUIRED	[REDACTED]	REFERENCES	[REDACTED]	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. Special permission from the border guard station at Kaunas, Lithuanian SSR, was required for entry to the Kaliningrad area, although in most areas of the Baltic coast the local authorities grant permission to visit the coastal area. Even persons on official trips were required to have the permission of the Kaunas authorities before entering the Kaliningrad area.

2. Very few persons entered the Kaliningrad area by rail. The train from the Baltic states appeared to be well filled until it reached Sovetsk, when the number of passengers began to decrease. When the train entered Kaliningrad it contained no more than a handful of military personnel. Passengers were not permitted to leave the train when it stopped at stations between Sovetsk and Chernyakhovsk. It is thought that this measure was taken to check observation of the numerous troop and military establishments which are visible from the train between Chernyakhovsk and Kaliningrad. There appeared to be especially large numbers of troops at Gvardeysk. Relatively few troops were observed in Kaliningrad.

3. Kaliningrad Oblast appeared to be sparsely settled in the area near the railroad, and informant saw little tilled soil. War damage to the villages along the railroad had not been repaired, and the only larger railroad station which had been rebuilt was that at Chernyakhovsk. War damage to Kaliningrad did not appear to be repaired, and the main railroad station was still in ruins. [REDACTED]

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[REDACTED] few Germans in Kaliningrad, and [REDACTED] the only Germans still living in the area were those who worked for the Soviet police system. It apparently was easier to purchase food and supplies in Kaliningrad than in the Baltic countries. The railroad workshops were the largest local industry. They appeared to be in good condition and covered considerable area. Many newly-constructed roads were observed extending from railroad sidings into the area around the railroad shops. A

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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25X1 large paper mill and cellulose combine is located in Kaliningrad. [REDACTED]  
25X1 [REDACTED] lack of raw materials severely hampered production in the plant, since the Kaliningrad area has been stripped of trees.

4. No large naval vessels were observed in Kaliningrad [REDACTED]  
25X1 and local naval units appeared conspicuously weak. No shipyards were seen in the city. Kaliningrad harbor apparently was used as a distribution point for German-built fishing vessels, and about 100 such vessels were tied up in the harbor awaiting crews. About thirty MFP-type landing craft were observed drawn up along the shore of the sea canal to Baltiysk and at Fregel. All the landing craft were in poor condition, but some of them probably could be repaired.

5. [REDACTED] left Kaliningrad by ship, a coastguardman boarded the vessel and accompanied it to Baltiysk. When the vessel entered Baltiysk, the coastguardman made a report to a coast guard station located on the east side of the entry to the city, then reboarded the vessel and accompanied it to the tip of the north pier, where he debarked after the vessel was cleared for entry to the Baltic.  
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